STATEN ISLAND ROUTES-A DANGEROUS BOULE-VARD CROSSING-WHEELING GOODS IN DE-PARTMENT STORES-TOWPATHS FOR

The Delaware Water Gap trip is again a classic tour for wheelmen of the Greater New-York this year. Every Saturday a number of parties start from here for that charming ride. A man who has just returned from the Gap gives this advice to those planning to go there: "It is well to arrange your ride between Port Jervis and the Water Gap for the afternoon. Most of the way the hills range along the west side of the road, so that there is a beautiful shade in the afternoon, while the sun beats down directly on you in the morning. There were ten in our party, so we were able to buy our railroad tickets from Port Jervis to New-York at half-price. If the number going together is less, it might be possible to join with other cyclists who might be met on the road in the purchase of ten tickets in a lump to secure the discount. We made a mistake, however, in buying tickets through to New-York. Arriving at Jersey City, we tried to get our wheels, but could not. The baggage officials told us that they had been checked through to this city and could not be delivered at any other place. Consequently at Jersey City we saw our bicycles piled on a baggage-truck end thus hauled to the ferry. We all had lamps on our wheels, and the oil ran out, so that the machines were covered with it. This is not good for the tires, I believe, and had we arrived after dusk some of us might have had to walk home on account of having no light. The right thing to do is to buy your tickets to Jersey City and then to get your wheel there and pay your ferriage over."

An addition will soon be finished to the already superb system of Staten Island roads This will enable cyclists to make a partial circuit of the Island and will be of special service to those crossing to Port Richmond from the Bergen Point ferry. This is now a favorite way of reaching Staten Island, as one can cross the Hudson River by the Fort Lee or Forty-secondst. ferry, reach the Hudson County Boulevard, and ride to its southern end, only a short distance from the ferry. Thus the trip down New-York City's crowded avenues to the Battery is avoided. The new road is reached from the Port Richmond Road, which leads from the ferry. It runs south across the meadows and over a long wooden bridge crossing the Fresh Kills. At the end one may turn left to Gifford's Lane, and then right, striking the Amboy road at Gifford's, or keep straight ahead to Eltingville, coming out upon the Amboy road here. The distance from Port Richmond to Tottenville is shorter by some three or four miles than along the shore through Tompkinsville and then south. The latter route, however, offers a pleasant variety for the return trip. It is now possible to ride over the new road, but the macadam dressing will not be finished for some weeks. Repairs are making on the Amboy road, but a strong and skilful rider need not dismount for them.

Staten Islanders think there is no other suburb of the metropolis in which the wheel is more used. Many workmen and some workingwomen save carfare by riding their bicycles to and from their labor. If they use this method of transportation in the morning and rain sets in transportation in the morning and rain sets in they nevertheless pedal home in the evening. The roads are so good that this is possible, and thus it is not infrequent that men and women are seen riding in a fairly heavy rain. Carpenters and other mechanics carry their tools strapped to their handle-bars. One paperhanger finds it possible to carry a greatroll of wall-paper in this way. The women and children do their shopping awheel, carrying home small articles tied to their handle-bars. Grocers without being asked to do so, put such purchases in strong paper bags, which may easily be attached to bicycles.

An agreeable feature about tandem riding is that the person in front need have no previous experience at riding. It is usually difficult to persuade a girl who has never before been on a persuade a girl who has never before been on a bicycle that it is perfectly safe for her to get on a tandem, and allow the man behind to do all the balancing. Yet such is the case. If she will only help a little with the pedalling, he will do the rest. Probably a person who has had some experience with this form of the sport would more readily learn to ride a single wheel. At any rate, the tandem trips will tend to give a confidence in one's self, the lack of which is a chief difficulty in learning to ride.

What has been said in this column about the general practice of riding at a greater speed than eight miles an hour is borne out by an interth Policeman George W. Brown, of the view with Pollceman George w. Brown, of the bicycle squad. "Everybody rides more than eight miles an hour," said Pollceman Brown. "The average rate is fully ten miles, but we don't care about that. Anybody who knows anything about a bicycle can control it easily at that rate, and one who doesn't know, can't go so fast. As along as a machine is safely under control, there is no danger. It's when the speed gets over ten miles that there's danger of trouble. You can't control and cont nut off quickly enough, and you can't turn and

The accident on Wednesday at Sixty-fifth-st. and the Boulevard calls attention to one of the worst danger spots in the city for cyclists. The cable-car tracks cross the Boulevard at an acute angle, and the street sprinkler seems to be especially lavish with water just here. This combination is extremely conductive to falls. The rails of the horsecar line also add to the uncertainty of the going, and, besides, there is a heavy traffic. The pillars of the elevated road are also an obstruction. The gripmen on the cable-cars often show little regard for the safety of b'cyclists. They go at a high speed past this point, and they often keep their cars so close together that one cannot pass between them. At times half a dozen cars are bunched here on one track. As soon as the head one moves a few feet the one next it immediately closes up to the gap, and so on. It is impossible for a person on foot to pass between them, much less one on a bleyde. The car which struck the man on Wednesday was going so rapidly that his body was thrown in the air. angle, and the street sprinkler seems to be espe-

A good way to avoid this crossing is to reach the Boulevard and Riverside Drive by way of Central Park and Seventy-second-st. This route Central Park and Seventy-second-st. This route is a little longer from the plaza at Fifty-ninth-st. and Eighth-ave., but the road is good all the way and the surroundings are pleasant. It is true that the cable-car tracks must be crossed, but at right the cable-car tracks must be crossed, but at right angles. Inexperienced riders who go up or down the Boulevard should be careful at Sixty-fifth-st to take the tracks squarely. Skilled ones would naturally do so. A good plan is to cross the street under the lee of a wagon going in your direction, utilizing the football tactics of "interference." This device is useful in crossing any crowded thoroughfare, on foot or awheel.

Another lesson of the accident at Sixty-fifth-st. is the advisability of carrying in your pocket a card giving your name and address for purposes of identification. There was no clew by which it uld be learned who the injured man was. Bleyclists wearing some club insignia could, if knocked unconscious or killed, be easily identified by fel-low-members. Persons going on tours are more likely to carry their cards with them than in the city, yet the gravest danger is in the city streets.

Pelham Heights, in Westchester County, is shortly to take on a village government, and then it will be possible to stop a bicycling evil of which some of the residents make bitter complaint. Hitherto, there being no village charter, It has not been possible to pass ordinance against the use of sidewalks by bicyclists. As the law is understood there, the general State statutes do not provide a punishment for this act. The people have spent a great deal of money think it fair that wheelmen should ride on the latter when the former are in first-class condition. Indeed, some have regretted the sidewalk expenditures and have thought, until the village charter was arranged for, that it would be a good idea to plough up these cycle paths. Some on their streets and sidewalks, and they do not charter was arranged for, that it would be a good idea to plough up these cycle paths. Some cyclists rode on the sidewalks at great speed and had no lights at night. Under the trees they could not readily see a pedestrian at night, and there were some accidents in consequence. As soon as possible, penalties will be provided for eidewalk riding, and then it should be easy to keep wheelmen on the streets.

A cyclist in Brooklyn, out for a spin before going to business, had his tire punctured six or seven miles from home. He had no repair kit and didn't have time to walk to a bicycle shop. He thought what a good idea it would be if the trolley-cars would transport bicycles, and, not really believing that he would succeed, made up his mind to try to take his wheel along on one.

He hailed an open car and started to put his bicycle in a vacant front seat just as if it was the most usual thing in the world. But the conductor put in an objection. The urgency of the case was explained to him, and he finally said: "Well, I don't exactly know whether it's right, but I am a wheelman myself and I'll run the risk." So the shipwrecked bicyclist reached home in due season.

The fame of the Merrick Road on Long Island ly good Jericho Turnpike. One reason for this is that the Merrick Road forms the first part of the route to Babylon and all the resorts on the south side of the island, while to reach Flushing, Roslyn and other interesting points on the north side it is not necessary to use the Jericho Turnpike at all. The turnpike is a fine macadamized read, extending about fifteen miles from Queens to Jericho. It can be reached directly from Jamaica by taking the Hempstead and Jamaica Plank Road, but the ride between Jamaica and Queens is by no means good this way, and in Jamaica itself it is extra hazardous to ride on the sidewalks. The best way of getting to the turnpike is to follow the Merrick Road as far as Springfield. Here a turn to the left and a ride of less than three miles over macadam brings the rider to Queens, where he turns to the right on the Jericho Turnpike, immediately after crossing the railroad track. For the first few miles the turnpike is not in firstclass condition, as there is much heavy travel over it, and those who like sidepath riding can indulge in it without fear of molestation. The road itself can be easily ridden, however. The villages passed are Floral Park, Hyde Park and Westbury, while Garden City and Mineola are close at hand on the right, and Hempstead only a little further away. The Garden City Cathedral is the most conspicuous object in the southward for many miles, and the famous schools in that place can also be seen for a long distance. After passing Hyde Park the turnpike is in superb condition, and with a favorable wind riding here is delightful. The turnpike comes to a blind end at the little hamlet of Jericho. Two or three miles away is Hicksville, on the Long Island Railroad, and from there a train may readily be taken cityward if the rider wishes to go no further and does not care to wheel back. A few miles to the north and east, however, are Oyster Bay, Cold Spring Harbor and other places of interest, with fair roads leading to them. The hilly "backbone of Long Island" is encountered here, but there are no hills that cannot be easily surmounted, and many fine views reward the traveller. over it, and those who like sidepath riding can

"I had a curious experience the other day," re marked a wheelman who makes a practice of ridday when the weather will permit "For the first time in three years I undertook to do a little driving with a friend, and he wished me to handle the reins. I have done a good deal of driving in my life, and would have no hesitation in driving any horse that I ever saw, but I must confess that I am a little out of practice and feel more at home on a bicycle saddle than in a carriage seat. I had no difficulty whatever and everything went swimmingly, even though the horse was a little scary at the elevated roads and thought a steam roller which we encountered something to be avoided by as wide a distance as possible. The curious thing was that when we approached a crosswalk, where people were going from one side of the street to the other, I had a strong impulse to ring my hell. I could even feel the muscles of my left hand grasping the handlebar and the thumb pressing the spring. This was especially noticeable at the beginning of the drive, but even after a dozen or fifteen miles the automatic impulse would be feit again. Another thing that I could not help noticing was the different feeling the bicyclist has in a carriage when he comes up behind another vehicle and looks ahead to see about passing it. It requires a second thought to tell him that an opening abundantly wide for a bicycle will not do for a four-whiseled vehicle. After three hours in the buggy, with the horse pulling pretty hard at times, I came to the conclusion that driving was more tiring work than wheeling." thought a steam roller which we encountered

mand when a rider on a road some distance from town sees two women riders by the roadside endeavoring to pump up a tire or make repairs? The question was brought in practical shape to the last week. the mind of a man who had that experience on Tuesday was a decided victory for Pennsylvania. It sixty miles, and had nearly twenty more to do to played a loose game, which was only outdone by the reach home. The afternoon was drawing to its play of the visitors.

The 'Varsity crew have proved their supreach home. The atternoon was drawing to its close and the clouds that had been gathering in the west and north for the last hour indicated that there might be rain before he reached the shelter whither he was bound. By the side of the way two women were husily working on the bicycles that had been laid down in the grass. Should he stop and spend perhaps half an hour in getting them into shape again, or should he ride past without even an offer of assistance?

wheel is improved by not having a tool bag on it, and so make a practice of going out with their strokes, and have learned to pull them with closest and have learned to pull them with the machines "stripped" as far as possible, trusting to luck to help them out in case they have need of a wrench, a pump or a repair kit. That may do as captain of next year's track term was unan well enough when riding in or near the city. most, and his choice was most satisfactory. A where other riders are likely to be met with or present he holds the intercollegiate champoniship of repair shops found without a long journey. Apparently, they never stop to reflect that it is imposing on the good nature of another rider when they deliberately hall him and ask him to disanother. The wise thing is for all riders, both men and women, to go out on the wheel fully equipped for any emergencies that are likely to arise.

men and women, to go out on the wheel fully equipped for any emergencies that are likely to arise.

It is noticeable that in one of the big department stores the bicycle sundries, which formerly were kept in the basement and were not easy to get at, have now been placed on a counter next the main entrance. The inference from this is that the cycling fraternity is one of the important classes in the community for the storekeepers to cater to. In another store of this kind the need of a little education on cycling and general topics in one of the clerks who selis bicycle sundries has been made apparent on at least two occasions. Once an inquiry was made of him as to a wrench, and he recommended one bearing the name "Hercules," pronouncing the name, however, as if composed of only two syllables. Another day he was asked if they kept ammonia guns, the inquirer meaning the instrument that is employed by some wheelmen to give a temporary quietus to savage dogs that may attack him on country roads. "What is that?" said the clerk, "A thing to keep dogs in order when you are riding," was the reply. "Oh, you'll find dog collars and every-"

There is one thing I am sure of, and that is the first and they was remained to the pearl shell, with he being the manual collars, of Queensland, Australia, the king of the pearl shell farm it he world is the pearl shell farm it he world from the extensive pearl shell farm it is one at least two occasions.

The king of pearl fishers and thus one and the facts and interested in the extensive pearl fisheries in the time facts and interested in the extensive pearl fisheries in the time facts and interested in the extensive pearl fisheries in the time facts and interested in the extensive pearl fisheries in the time facts and interested in the extensive pearl fisheries in the little of california, but of course, only in an alternative way, as he has no mis lingertips. It is much interested in the extensive pearl fisheries in them.

The king of pearl fishers and thus one a four of the ward roads. "What is that?" said the clerk. "A thing to keep dogs in order when you are riding," was the reply. "Oh, you'll find dog collars and every-thing of that kind in the basement," responded the sapient salesman. The would-be purchaser did not think it worth while to inform him that what he was after was part of a wheelman's out-

Superintendent Aldridge's plan of using the towpaths on the canals as cycling paths will commend itself to riders who are familiar with the condition of the roads in some parts of the State. The towpaths have already been used to some extent in this way. A wheelman from this city who rode to Buffalo two years ago found it necessary to take the towpath a part of the way. the roads were so poor, and he did not find riding along the canal an unmix-d joy. The path was composed of clayey material, which when wet by rain had been indented by the feet of mules and horses until it was exceedingly rough. Still, it was such an improvement over the road that he was glad to take it as the lesser of two evils. On a good towpath riding is easy and the surface is bound to be nearly level, but if two or more persons are riding abreast the opportunities for looking at the scenery are limited, in view of the risk of running into the water. A fairly sharp lookout must be kept on the road all the way. It is asserted by canal men that bleycles frighten the beasts employed in hauling the canal-boats; and it is a fact that on the canals in New-Jersey the use of the towpath by bleyelers was prethe use of the towparts by brychers was pro-hibited at least two years ago for the reason that several pairs of frisky mules took to their heels when they saw wheelmen mysteriously approach-ing and were drowned. When all the canal-boats are propelled by steam or electricity, the tow-paths will furnish hundreds of miles of fine bicycle courses, and then they can be protected by railings on both sides.

The largest business of the season was done by the Kings County Elevated road on Memorial Day in the transportation of bicycles. At 9

o'clock in the morning the rear car of each train. as well as the "smoker" in front, was used for the accommodation of wheel men and women anxious to get out on Long Island, and the wheels were piled and packed in until there was no room for more. At the Nostrand-ave, station on one trip a number of wheels and their riders were compelled to wait over for another train, as every foot of available space had been taken. is so great that it has obscured the almost equalafter reaching the beginning of what used to be East New-York, many Brooklyn riders living east of Bedford-ave, have found by experience that by riding out Fulton-st. and Liberty-ave., over poor granite blocks all the way, they can reach the terminus of the elevated line as quickly as if they carried their wheels upstairs and paid 15 cents for transportation.

PRINCETON'S BASEBALL TEAM. THEIR WORK NOT UP TO EXPECTATION-THE

Princeton, June 6 (Special).-The Princeton baseball team, while not coming up to the expectations of the undergraduates early in the season, has last two weeks, and the second Yale game was lost a narrow margin, and Harvard was defeated been due in great part to the uncertainty in the make-up of the team, and in the difficulty the men have experienced in adapting themselves to their new positions. In the season five men have been played at second, with the result that no one of them is now capable of playing the base effectively In no two games has the outfield been the same, and the men are no better fitted for their places than reinstated two weeks of valuable practice had been the men entered the Yale game badly handicappe i by the uncertainty in their make-up. For the Harvard game on Wednesday the management have decided to place Jayne in the box, and will reserve Easten and Wilson for the Yale game Saturday in New-York. Easton showed signs of overwork bethat contest persuaded the management to give him an entire rest during the week. His record in the Yale game previously surpassed anything ever Harvard game, in which he held the wearers of crimson down to ten scattered hits in sixtee the remaining important games. Altman has failed season. The one redeeming feature of the work of Gunster, at third, has improved in his batting, and is playing a reasonably effective game in the field. The outfield is playing a sharp, clean game, and is

track games last Saturday was the greatest dis-

causing Mr. Ward or Captain Hoyle much trouble He is probably the largest and strongest man tha

HE HAS A PEARL FARM.

to From The San Francisco Call.

my experience thus far, the water must not be too deep.

"There is one thing I am sure of, and that is that no matter how manf pearls are produced the supply can never equal the demand, and therefore there is no danger of any combine among the pearl-fishers of the globe. It is for the purpose of finding out all I can in regard to the pearl fisheries of the different parts of the world that I have now set out in this trip. I keep pretty well informed in regard to the pearl fisheries in all parts of the country. Your great fisheries in the Gulf of California is the biggest one on the American Continent, and is practically the only one, excepting that of the Gulf of Mexico, below the Gulf.

"The pearls that are grown in the Torres."

American Continent, and is practically the only one, excepting that of the Guif of Mexico, below the Guif.

"The pearls that are grown in the Torres Straits are all of the color that you see here. This beautiful sliver pearl which you see on my scarf is a good illustration of the kind we produce. There is only one color, in fact, and that is the most desired among purchasers. This large oval pearl you may think something abnormal in its way, but we get many of them. There is no question but that the Torres fisherless produce the finest pearls to be hind. The market shows that. They bring the highest prices."

Mr. Clark is a man of medium height and middle age. He is said to be a multi-millionare and to have acquired his colossal fortune since he began pearl-fishing a few years ago. He has a reddish beard, a clear gray eye and a quiet, confident way of talking that it very interesting.

"My pearl-shell farm," he continued, "occupies a siretch of water ten miles long and about five miles wide on the edge of the Torres Straits. The water is shallow, for it is only in that kind of water that shells can be successfully matured. Any experienced pearl-fisher can tell at a glance from the surrounding shores whether or not he has the best fishing-ground.

"If the shores are high and rugged, it indicates that the water is deep and cold. The shells do not attain the greatest size there. Heades thus it is hard on the divers in going so deep for them. "Where the shores are low and receding and the water warm, there are to be found the finest shells and the biggest pearls."

"In pmy shells to London in my own vessels. The shells are used for scores of different purposes now, and there is a greater demand for them each year. They go to London in my vessels by hundreds of tons.

"The pearls are marketed in London and Paris mainly. The catch each year runs, roughly speaking, from \$200,000 worth up to aimost five times that. There is a constantly growing demand for them. I have eatablished and stocked by a portion of what I have

## "FLIM-FLAM" GAME

To be Worked on Early Purchasers of



After the adoption of our 1898 model and a careful estimate of the cost to manufacture, we placed the price on the Spalding Bicycle at \$100. The price is now \$100 and will continue at \$100 throughout the season, no matter what other manufacturers may do.

We don't believe it is fair, honest or good business policy to sell a standard article like the Spalding Bicycle at one price in May and reduce its value in June by a material reduction in price. As a matter of common fairness to early purchasers of Spalding Bicycles and as an evidence of good faith on our part we will, in case of reduction in price during the season, send a rebate check to every purchaser of a Spalding Bicycle of the amount of any such reduction that may be made by us during the season. This is our meaning of a

GUARANTEE OF PRICE.

Ride the Spalding and you will be happy, contented and assured that you will not be "flim-flammed" in price or quality.

## A. G. SPALDING & BROS., 126-130 NASSAU STREET.

SPALDING-BIDWELL CO., 29, 31, 33 W. 42d Street.

A NEW CARGO RECORD. | Tiffany and Mr. Meehan think that she can be

AN ENORMOUS LOAD TO BE CARRIED BY THE AMERICAN. SHE WILL TAKE GRAIN ENOUGH FOR AN ARMY

IN THAT DIRECTION AND WHAT THEY ARE THOUGHT TO MEAN.

Cape Town, Port Elizabeth, Algoa Bay and Port It was originally intended to send her to been cancelled, possibly because so many grain-laden steamers will reach there before between New-Orleans and Liverpool, and breaks the record as a cotton carrier, as it requires 2,000 bales of compressed cotton to load her. She was EXTREME PREVAUTIONS TAKEN.

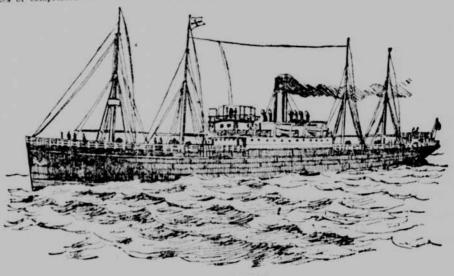
Like all the other steamers which have loaded or are loading here for South and East Africa, her grain is going in 200-pound sacks, which must be

grain is going in 200-pound sacks, which must be weighed exactly. Not only that, but the grain is in double sacks—that is, in two, one within the other, and double newed, so as to suffer the least possible loss from rough usage. The sacks alone cost about 10 cents each, which, with the cost of sewing, adds about 25 cents to the cost of each 200-pound package.

about 25 cents to the cost of each 20-pound package.

The cost of weighing is also a serious item in the added expense, for which there must be good reasons. These precautions are only taken by the British Government, and no one now believes that all this grain is going to the neighborhood of the Transvani for other than war purposes. Few of the steamship officers deny that they believe that to be steamship officers deny that they believe that to be the purpose of these suppments of "seed." The fact that so much bran and oats are going destroyed the theory about its believe that. Every horseman knows that bran is the best of all food for tired-out, weak or fewerish horses. Mixed with not look at ordinary corn, hay or oats. OTHER AFRICAN GRAIN SHIPMENTS.

Barber & Co. are also loading the steamer Ken-



ago published descriptions of the Wilson Liner grain and bran. The same firm is loading the Idaho, and of the still larger Westmeath, the first Lady Palmer for Havre, with a cargo of grain in being probably the finest cattle boat affort and the sacks.

reighters, contesting the palm with the Georgic, of the White Star Line. She measures 88 feet over all, 475 feet between perpendiculars, 56 feet beam and 35 feet depth of hold. She is fitted with the finest steam steering goar and a newly invented governor, which prevents accident should anything occur which would send the engines racing and cause the possible loss of the ship. The bursting of a cylinder and an increase of four or five revoutions in the speed will cause the governor to shut if the throttle valve automatically and stop the engines. Her telegraph system is as fine as anything yet invented connecting all the necessary points of the ship. She is also fitted with an afterbridge, where an officer is in direct view and con-munication with the captain.

PLENTY OF ROOM IN HER HOLD. She has twenty-five cargo compartments, with a total cubic space of 587.20 feet, and a capacity for 11,100 tons of dead weight. There are nine hatches, each having its own steam winch, the big windlars that operates the enormous patent anchors not in-

xpansion engines have cylinders 19, 31 and 52 inches in diameter, with a 48-inch stroke. The 12-inch shafts pass through tunnels that have plenty of room and are as dry as a parior floor. Two double-ended hollers furnish the steam and are fitted with the latest appliances in the way of feed and circulating pumps, chudensers and spare parts. The propellers are of manganese bronze, with zine sheating to counteract galvanic action. The engines make seventy-five revolutions a minute and give the ship a speed excessive, averaging about fifty tons daily, while the hunkers carry 851 tons. She has tanks for use. She crossed from Cardiff in ten days and her officers expect her to reach Cape Town in twenty-six days. That port is 6,820 miles from New-York, which means over ten knots every hour of the time with a vessel drawing 27 feet 11 inches.

The steamer is being loaded by Barber & Co., with Charles M. Tiffany as superintendent. Mr. Tiffany, with Thomas F. Mechan, the ship celler, took a Tribune man over the ship and told him all about the 11,200 tons of cargo she is loading for South Africa. What she lacked of 2,000 tons of coal was put on board early and then the floating elevator Renointo the lower holds. These will hold 3,700 tons of white corn, 300 tens of oats and 2,000 sacks of bran, destined for the East Coast ports. Besides this, she carries 15,000 cases of petroleum and lubricating olls, Corliss engines, mining machinery, furniture and some big trolley cars.

some big trolley cars.

The officers of this huge steamer are: Captain, William Stafford Wallace; John Miles, chief officer, John McLaren, second officer; F. Buxton, third officer; W. Bolton, fourth officer. The engineer's department is in charge of John Tears, chief, with his

James McDowell and Hugh Clarke-who have twenty firemen under them. James McCale is chief

lautiched last October. The Tribune a few days | wharves. She takes to the same ports a cargo of

being probably the finest cattle boat afloat and the latter the largest freight steamship that had sailed from Brooklyn. Both however, are far out-classed by the American. This is a twin-screw four-mastel single-funnelled steamer, and to get an adequate ties of her wast dimensions it is necessary to climb to her upper bridge and see the expanse of deck that stretches fore and att. Pew masters have such accommodations on their vessels as the officers of the American have.

In general appearance the subjective from the majority of ocean steamers. The spacified is unevered fore and aft, and the deckhouses defract from her apparent size, coming to examine her actual dimensions, a visitor soon realizes that she is one of the largest speciments of naval architecture set turned out. She was built af Harlan & Wolff's

pier.

It now appears that the first shipment to South or East Africa was made about the middle of April, when the Falladon Hall steamed away; then followed the Lady Furness, the Algoma, the Oscar II and the Vedra. The next arrivals are named in the lies stated. Considerable yellow corn is now being shipped, as well as tye and the other stuffs before that there never have been any ship-importance hitherto, added to the circum-at there are no warehouses or means of sincush of grain anywhere at the South

storing this inrush of grain anywhere at the South or East African ports, increases the importance of these shipments. Neither is it known that cargoes may have been sent from nearer points, in India, Australia or the Argentine.

All these vessels must anchor in the open roadstads, where there is absolutely no protection from the territie southeast gaies and the mighty seas they roll up before them in unbroken lines from the Antarctle continent. In such a case there is no chance for a ship except in the strength of her ground tackle. Should this give way, or her anchore drag, there is nothing can save her on that bleak coast.

drap, there is not some can be a const.

About all of these grain-laden steamers must anchor from three to live inlies off shore, and to get their cargoes off means weeks of hard work and ever increasing chances of disaster.

Time alone can tell what the object of this grain rush to South and East Africa is, but there is not a man on these ships or along the water front who is conversant with the situation who does not believe that it means one thing and that is the conquest of the Transvani by England.

THE BRITISH CONSUL INVESTIGATES.

HE IS SATISFIED THAT MR. MURRAY'S DEATH ON THE ST. PAUL WAS DUE TO ACCI-DENTAL POISONING.

Consul Gilbert Fraser, of the British Consulate-General, yesterday investigated the case of C. Murray, the wealthy Englishman who died suddenly on June 2 on the American Line steamship St. Paul The ship's surgeon, Dr. Schaadt, and Major F. Halburt, Mr. Murray's travelling companion, settled the matter, in the Consul's judgment, that it was a case of accidental poisoning.

Mr. Murray had been ill from seasickness on the

Mr. Murray had been ill from seasickness on the night of June 2 and had suffered since the vessel left Southampton. The surgeon prescribed for him, and the steward showed every attention to him. The sea was a little rough on June 2, and Mr. Murray felt unusually bad. When he came aboard he brought some medicine, among which was a compound for geasickness and a bottle of cyanide of potassium. The bottles were standing together, and Major Halburt thought that Mr. Murray, in his misery, took the potson by mistake. Mr. Murray intended to visit the fashionable watering-places, and had letters to a number of prominent society people. His body will be sent home.

A DANISH STEAMSHIP LINE.

MR. SOERGAARD SAYS THE PROJECT WILL UN DOUBTEDLY BE CARRIED OUT.

the purpose of establishing a new steamship line be-tween this city and Copenhagen, sailed for Denmark yesterday on the steamship Hekla. Before his departure Mr. Soergaard said to a reporter of The Tribune: "There is a field for the opening of a new steamship line between this city and Copenhagen. I have received assurances in this city which lead readily be established here between the points I to make my report on the matter, and I thoroughly steward.

The ship carries a crew of fifty-two men all told, and, as her charter calls for her departure in eighteen days from her arrival here, they will not have much time to stretch their legs ashore. Both Mr.

One of those who is particularly interested in the MAJESTIC

On instalments, \$20 down and \$10 months or \$15 down and \$2.50 weekle.

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opening up of the new line of steamships said: The is not the matter of a day. It is something which is not the matter of a day. It is something which is no that a new line of steamships will be put on that a new line of steamships will be put on the is no particular limit to the amount of money will be put up. Mr. Soorgaard is a conservation will be put up. Mr. Soorgaard is a conservation of the interval of the same will be supported by the same will be same will be